

and a dam was built (*see photograph 9, pictorial section*) that formed a lake over about four acres of ground with an average depth of about four feet. Pontoon boats of both the light and heavy type were constructed by companies of the regiment and launched on this lake where practice in building pontoon bridges was had. *See photographs 10 and 11, pictorial section.*

A pile driver was also constructed by the Engineers and with this was built a section of a pile bridge over this lake, from the end of which the pontoon bridge was constructed. (*See photograph 12, pictorial section.*) A pile foot bridge was also constructed across this lake.

ROADS AND RAILROADS

Much efficient training in the building of roads, top-soil, sand-clay, and concrete was obtained by the construction of such roads as were necessary around and through the camp, which also included the construction of bridges and the repairs of old bridges. The use of a concrete mixer was secured and work was done by practically all platoons of the regiment in constructing the county road that passed through the camp. *See photographs 14, 15 and 16, pictorial section.*

For work on railroads a camp site at Travelers Rest for one company was secured from Mr. Wing, and authority to use a spur of the Greenville and Western Railway for practice on railroad construction was granted by the receivers of the road. This spur was not in use and was badly in need of repairs. The main line was also in poor condition and work was done on this in resurfacing, replacing ties and general repairs. Railroad demolition including rails and bridges was practiced on this spur together with reconstruction after demolition. In this training only one company at a time was engaged as the camp site would only accommodate that number. While so engaged the companies lived in the shelter tents. *See photographs 17, 18 and 19, pictorial section.*

On new construction the regiment was fortunate in being allowed the opportunity to assist in the construction of the double tracking then being done by the Southern railway near Camp Sevier, and each platoon spent several days on this work.

TOPOGRAPHICAL WORK

Through the topographical section of the regiment not only was the personnel of the regiment trained and instructed, but also about 250 officers and men from other units of the division were trained in sketching and map making. The reproduced topographical map, Plate III, is a copy of map of Camp Sevier and the surrounding country covering an area of about fifty square miles and showing the trench system, the rifle ranges, the lake, and other features, which was made by the 105th Engineers.

In addition to this work, hectographing was engaged in to a great extent, and, besides considerable photographic work, one man per company was sent to school for six weeks at Washington Barracks for a course in photography.

INFANTRY TRAINING

Besides the work in Infantry Drill and Field Service Regulations, which received daily attention, special instructions and practice were had in the use and care of gas masks, bayonet practice, throwing of hand grenades, and all members of the regiment shot the course on the rifle ranges several times. The regiment had the reputation while at Camp Sevier of being one of the best drilled organizations in the Division.

PERSONNEL

During the period of training which extended to May 18th, 1918, when the regiment entrained for a port of embarkation for duty overseas, there were numerous changes in the personnel of the organization. Many men and officers had been transferred to special organizations for immediate service over-